EAA 932 GALT AIRPORT

Galt Traffic

Galt Airport, Greenwood, IL (10C)

GALT AIRPORT Greenwood, Illinois

The monthly newsletter from Galt Airport and EAA Chapter 932 February 2015

Picture of the Month

Arnie Quast snapped this pic of his Airbus 320 at Fort Myers, FL, in January last year.

Great Lakes Naval Air Station

By Jeff Hill, Sr. - Contributing Editor

In the November issue of Galt Traffic we took a look at the most interesting history of Chicago's Midway Airport (MDW – America's Busiest Square Mile) and in December, that of Chicago O'Hare (ORD). Now let us look at another great Chicago airport, one that most of us have never flown into and now, never will: Chicago's Great Lakes Naval Air Station (NAS) Glenview, NBU.

What is now NAS Glenview, " … was originally built by the Curtiss Flying Service and intended to be the hub of Chicago's air service. When the field was dedicated as Curtiss Field on 20 October 1929, it was home to the largest hangar built to that time; Hangar One. Hangar One, one of the most advanced hangars at the time, included many innovations which were considered state-of-the-art in its time. A one gigacandela electric light was erected which allowed for airfield activity in the dark. A system of carefully designed sliding doors created dividers for storage and zone heating. Glassed-in galleries allowed passengers the opportunity to watch the mechanics at work on the ground floor. A passenger-friendly restaurant and lounge were opened in the upper levels. A loudspeaker system informed the passengers of the flight arrivals and departures. The final cost for the airfield and Hangar One was $3 million in 1930. By

Continued on page 2.

Editor's Note

Pick up a recent issue of any of the most popular aviation magazines (*Flying, AOPA Pilot, EAA Sport Aviation*) and you will find they all feature stories about flying to the Bahamas in GA aircraft.

I don't know if it was a coincidence that they all thought of it at the same time, or maybe they all get together and agree on what to write about. Regardless, flying to the Bahamas is a brilliant idea for a Mooney trip and sounds particularly appealing in the middle of the frigid season here in Chiberia.

The furthest I've ever flown over open water is from the Northern Peninsula of Michigan to Mackinac Island, which is only four and a half miles! But the Bahamas is not as far over water as you might think; only 70 nautical miles between West Palm Beach and Grand Bahama Airport for example. Of course you still need to pack a raft and life jackets - just in case. A small price to pay for spectacular views and a much needed dose of warm sunshine.

Besides the unlikely possibility of having to ditch in the sea, there are of course a lot of other advance preparations required for a Bahamian adventure. Luckily for us there are several resources that we can take advantage of such as The Bahamas & Caribbean Pilot's Guide (available from www.pilotpub.com) and a 30-minute eAPIS Customs Training course provided by AOPA (www.aopa.org/Education/Online-Courses?page=2).

Will all that help available there is really no excuse not to go!

Beth Rehm, Editor

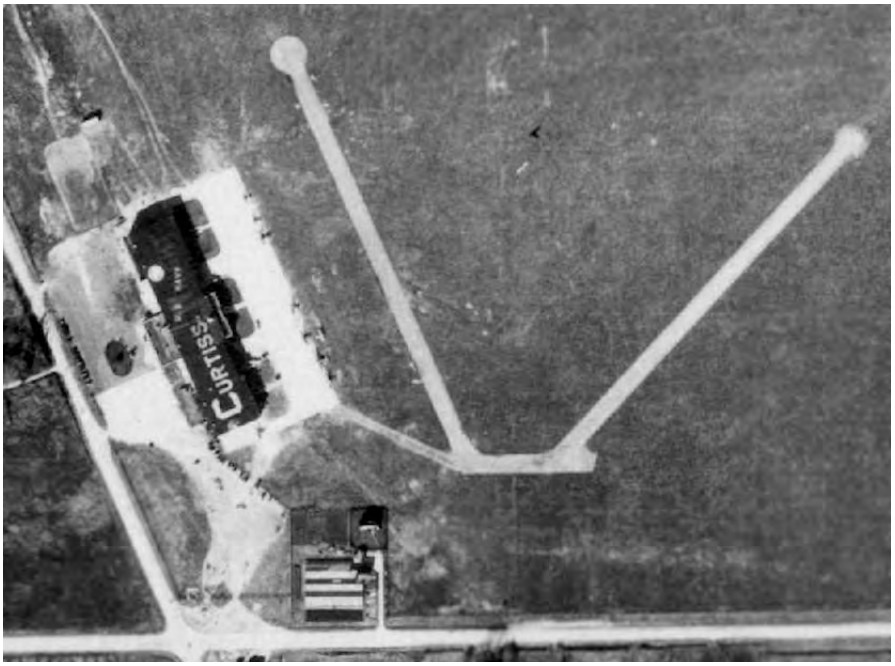
Continued from page 1.

adjusting the price for inflation, the relative cost in 2013 would equate to about $41.7 million. It was widely believed to be one of the Midwest's finest airports." – *Wikipedia*

Those plans all changed as World War II loomed on the horizon. The Army Air Corps and Douglas Aircraft set up shop at Orchard Airport (ORD) and the Navy commandeered Curtiss Field, expanding it into Glenview NAS. Midway (then Chicago Municipal) remained the city's 'airline airport'. The Navy had Lake Michigan to float its training craft, including steam ships converted into 'aircraft carriers' to qualify pilots for carrier operations. Chicago's Navy Pier, a vital adjunct to the NAS, is where the boats and ships were berthed.

" … following WWII, NAS Glenview supported Naval Air Reserve, Marine Air Reserve/4th Marine Aircraft Wing, and U.S. Army Reserve 244th Aviation Group as well as an active duty Coast Guard Air Station."

As operations were gradually phased out, "On 29 June 1998, the Navy transferred the last segment of the closed Naval Air Station ... from Navy ownership to private ownership …."



An aerial view of Curtiss-Reynolds Field c. 1938 from the Access Illinois Historical Aerial Photography collection.

"Removed were 1 million cubic yards of concrete, 1.5 miles of runways and 108 former Department of Defense buildings. In their place is The Glen, a 1,121 acre mixed-use district, with new homes, offices, and retail space, although the control tower and Hangar 1 have been preserved as a historic building. Hangar 1, including the control tower, was added to the National Register of Historic Places in 1998 as building #98001357. However, according to the Glenview Hangar One Foundation, 85% of Hangar One was dismantled even following efforts by the foundation and the U.S. Navy to preserve historical buildings." – *Wikipedia*

A photograph of Hangar One - from the Glenview Hangar One Foundation web site.

Why is Glenview's Airport Code "NBU"?

Airport codes were originally radio station call signs and those beginning with 'N' are reserved for Naval Air Stations (NAS); that's why Nashville, for example, is BNA and Newark is EWR.

'K' is reserved for commercial broadcast stations (primarily west of the Mississippi) so Kansas City, MO's airports are MKC and MCI while one of it's AM/FM/TV stations is KCMO. And, 'W' is reserved for commercial broadcast stations east of the Mississippi; that is why Washington National is DCA and Washington Dulles is IAD.

The Many Lives of Navy Pier

"Construction began in 1914 … and took two years, at a total cost of $4.5 million [over $100M today]. When it opened to the public in 1916, it was the largest pier in the world. The Pier was built both to handle shipping and as an entertainment site. … during World War I, the Pier housed many Navy and some Army personnel, the Red Cross, and Home Defense units. It even had a jail for draft dodgers."

During WWII it became a very large training facility for Navy machinists and mechanics as well as, "The Navy's air group training arm docked a pair of converted flattops at the Pier, the USS Wolverine (IX-64) and USS Sable (IX-81), to use as freshwater training carriers. During the war, about 15,000 pilots, including future President George H. W. Bush, received carrier-landing training.

"With the war over, Navy Pier went to the University of Illinois, which used the facility beginning in 1946 for a two-year undergraduate program primarily serving returning veterans."

"From 1965–1989, Navy Pier was considered underutilized. In the bicentennial year of 1976 … Navy Pier began its fourth life as an area for public exhibits, when the East Buildings (furthest into Lake Michigan) were opened as exhibition halls. Special events including music and arts festivals (ChicagoFest was one) began to draw crowds to the Pier despite its aging infrastructure." In 2014 it was reported to be Chicago's most visited tourist attraction. [Quotes from Wikipedia, for more see: http://en.wikipedia.org/wiki/Navy_Pier]

Training aircraft carrier Sable (IX-81) moored at Navy Pier with a smoke polluted Chicago skyline in the background. The, in earnest cleanup of industrial city pollution didn't really begin until the second half of the twentieth century – and nowadays it is hard to find enough smoke anywhere to serve as a decent wind indicator. Today, Navy Pier has become Chicago's most visited tourist attraction! This photo is from a web site containing dozens of photos of operations aboard the Great Lakes Carrier Training Fleet. It also shows the ships before conversion to 'carriers'. See them, all with captions, and more informative text at: *http://warbirdinformationexchange.org/phpBB3/viewtopic.php?f=3&t=48962*

Navy Pier today - as seen from the Hancock Building.

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Mike Evans' brother, Jamie, found this photograph at the Antique Mall in Woodstock. It is not dated, but we assume it is from the WWII era. There is an inscription on the back of the picture that reads; Dear Aunt Pearl, Here is a picture of me near my plane. This is the type of aircraft I've been learning in as I went through the Army College Training Program. Hope you like it? Love, Ray.

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Classifieds

For Sale: Winter fronts, see photographs below. Offers invited. Contact Marty Seitz at mvseitz@sbcglobal.net.

A pair of coverings that restrict the airflow into the cowling, keeping the engine warm in cold winter temperatures. Not sure of the manufacturer, but they may have been made to fit a Cessna with larger cowl openings.

A winter cover for the engine air filter, possibly for a Cessna 172, reduced airflow for colder, denser air.

Scrap Metal Recycling: Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at (815) 354-2973 to arrange collection.

EAA Chapter 932 members may advertise in the Classified section of Galt Traffic free of charge. Email the Editor to place your advertisement: editor@eaa932.org.

Fundraising Event

February 26, 2015 at 7:00 PM

Fitz's Spare Keys
Bar & Restaurant
119 N. York Rd.
Elmhurst, IL 60126
www.fitzssparekeys.com

AVIATION TRIVIA!
Prizes!
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Food and Drink Specials such as $.50 Wings, $7 Pitchers, $3 House Wine, $6 Premium Wine, and $6 Absolute Vodka!

$10 Cover Charge at the door
Donations welcome

All proceeds from the event will go towards funding scholarships and outreach events to assist and encourage young people in aviation careers.

Sporty's Lewis University FAA EAA Aircraft Spruce Chicagoland Aviation

QUIZ TIME
By Ed Moricoli

A monthly quiz from EAA Chapter 932 President, Ed Moricoli.

1. Which Statement is true about magnetic deviation of a compass? Deviation...

A. Varies over time as the agonic line shifts.
B. Varies for the different headings of the same aircraft.
C. Is the same for all aircraft in the same locality.

2. No person may operate an aircraft in simulated instrument flight condition unless the...

A. Other control seat is occupied by at least an appropriately rated commercial pilot.
B. Other control seat is occupied by a safety pilot, who holds at least a private pilot certificate and is appropriately rated.
C. Pilot has files an IFR flight plan and received an IFR clearance.

3. If the airspeed is increased from 90 knots to 135 knots during a level 60-degree turn, the load factor will...

A. Remain the same, but the radius will increase.
B. Increase as well as the stall speed.
C. Decrease and the stall speed will increase.

4. The required preflight action relative to weather reports and fuel requirements is applicable to...

A. IFR flights only.
B. Any flight not in the vicinity of an airport.
C. Any flight conducted for compensation for hire.

5. When approaching to land at an airport with an ATC facility, in class D airspace, the pilot must establish communications prior to...

A. 4 nautical miles up to and including 2,500 feet agl.
B. 10 nautical miles up to and including 3,000 feet agl.
C. 30 statute miles and be transponder equipped.

MYSTERY AIRPORT

Get out your sectional or use any other tools available to you and join in on finding the mystery airport at the coordinates below:

N44-43-29.8700
W091-32-49.5600

Send an email to Ed with your best guess at linejudge88@att.net. December's mystery airport was Mackinac Island Airport, MI (KMCD) and two people identified this correctly; Michael Hagey of Bull Valley, IL, and Walt Weidig of McHenry.

Answers to the questions;
1) b, 2) b, 3) a, 4) b, 5) a.

GALT FLIGHT SCHOOL NEWS

Congratulations to *Tanner Rhodes* on his first solo flight. Tanner is learning to fly with Galt's Chief Flight Instructor, *Justin Cleland, CFII.*

Scan this QR code with your smartphone to see pilot "Tex" Johnston perform a barrel roll in a Boeing Dash-80 in Seattle in 1955.

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Not All Smoke and Mirrors

By Captain Eric Rehm

Airliners are pretty complicated machines, so much so that in order for a pilot to be deemed worthy to fly one by the FAA, he or she must pass what is called a "type rating." Each type rating allows a pilot to fly one particular airliner, i.e., a Boeing 737 or an Airbus A320. The test itself consists of an oral exam followed by a practical exam which these days is usually done in a simulator.

A colleague of mine once remarked that in the "old days" the oral exam part of a type rating began with the examiner handing the applicant a block of aluminum and a hammer and saying, "OK, now build me the airplane." Thankfully over the years a bit of sanity has permeated this whole type rating process and pilots do not have to know quite the amount of minutia they used to. However they do have to have a good working knowledge of all the various systems and how they interact with one another. Last year as I was studying for a type rating on the aircraft I currently fly, the Boeing MD-80, I was fascinated by some of the systems and how this 150,000 pound, 147 seat airliner was a lot like general aviation aircraft only on a much larger scale.

The MD-80 started out as the DC9, made by the Douglas Aircraft Corp. and was first flown in 1965. Like most successful airliners it was lengthened to allow for more seats, grew bigger engines in order to haul the extra weight and had its wing modified to carry all of it safely aloft. The current variant I fly today, the MD-80, started being produced in 1980 by the McDonnell Douglas Corp. The MD80 itself has been modified over the years mostly in the cockpit as better avionics like GPS have been introduced but the aircraft has its roots firmly planted in the technology of the '60s.

One thing that fascinated me about the MD-80 during my studies is that the pilots have direct control over a lot of systems from the cockpit. That is to say many levers, the throttles and even the control yoke are directly connected to valves, engines and control surfaces via cables and pulleys. In fact, there are miles of cables snaking throughout the aircraft.

As an example, the MD-80 has two levers located in the cockpit, one for the right side and one for the left side, that control the pneumatic crossfeed valves which are positioned close to each respective engine. The pneumatic crossfeed valve is nothing more than a butterfly valve that allows hot air from the engines into some duct work. When a pilot moves this lever, he is actually moving a cable that is routed some 130 feet aft that actually opens and closes the valve. But wait, it gets more complicated. The pneumatic crossfeed levers, cables and valves

Continued on page 8.

Inside the cockpit of the MD-80. Photo by Eric Rehm.

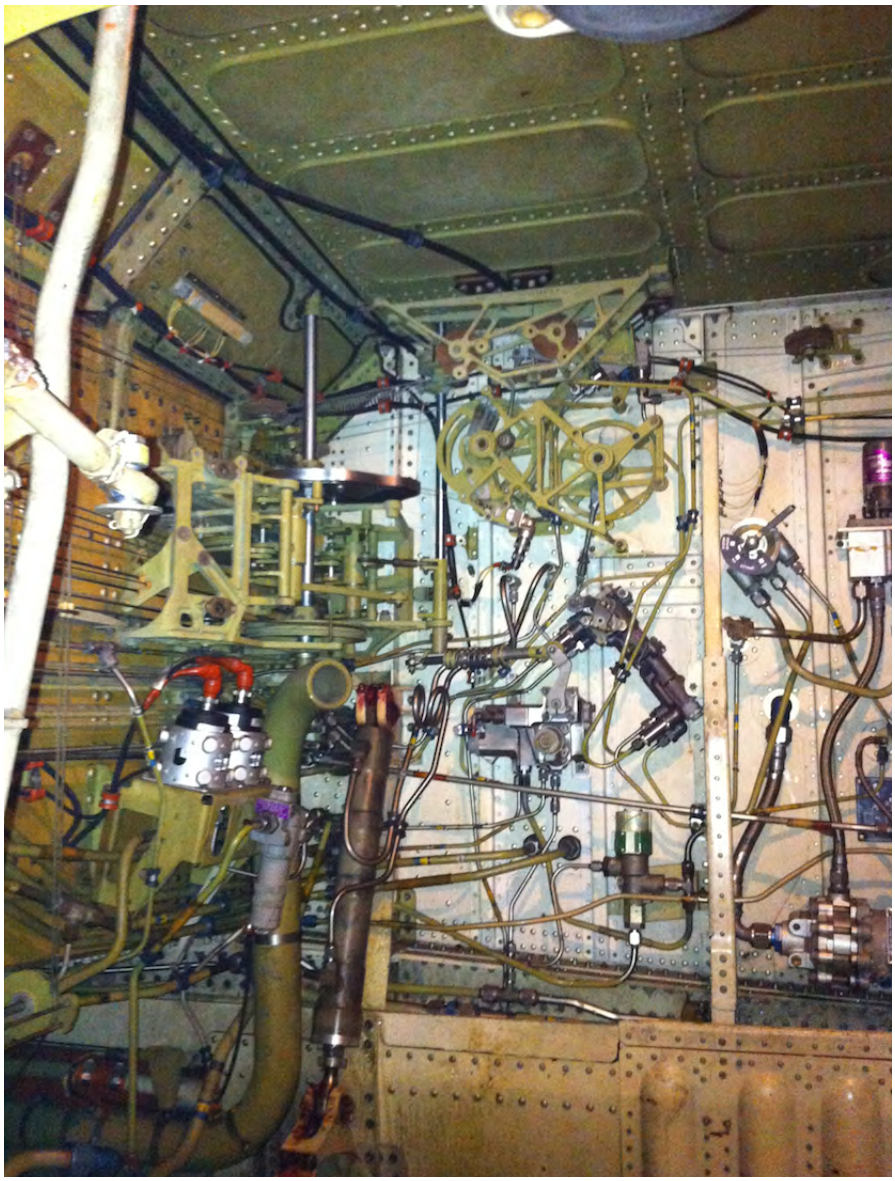
Continued from page 7.

are also connected to the cockpit fire handle. When a fire handle is pulled there are more cables that run from that to the pneumatic lever which causes it and its respective valves to go to the closed position.

I understood all of this in an academic way but it was not until I got to the aircraft for the first time and looked into the wheel well that I truly grasped what an engineering feet this aircraft is.

American Airlines MD-80s at the gate.

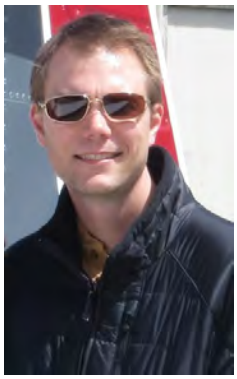
Below is a picture of the wheel well of the MD-80. As you can see there are cables and pulleys running every which way. Seeing this gave me a real appreciation of how complicated it is. As I mentioned before the MD-80 is some respects is not unlike general aviation planes. My Mooney, for example, has cables running through it doing the same kind of thing but the MD-80 is on a much grander scale.



MD-80 wheel well. Photo by Eric Rehm.

Computers are pretty much non existent on this aircraft which makes sense since computers were in their infancy back in the '60s. By way of comparison, in more modern aircraft, computers have taken the place of cables and pulleys. When a pilot pushes a button, advances the throttles or moves the control yoke, a computer senses the movement, interprets what it thinks the pilot is actually asking for and then directs the affected part to move via an electrical signal.

I am totally in awe of the aircraft engineers who sat at drafting tables with their slide rules in the early '60s designing this aircraft and of the mechanics who have to work on them today keeping them rigged properly.



***Eric Rehm** is a First Officer on the MD-80 for American Airlines based in Chicago O'Hare. He has been flying since he was fifteen, is a CFII and has accumulated over 7,000 flying hours. He co-owns a 1984 Mooney M20J based at Galt (N57252).*

Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

First off, we'd like to welcome *Chuck Henkel* back to the team in the aircraft maintenance shop. Some of you may remember Chuck from years past. He is an A&P IA, and last worked at Galt in 2007 before leaving to run his own shop at Westosha, and then Palwaukee. We're thrilled to have him back turning wrenches with us again, welcome back Chuck!

Speaking of the maintenance shop, there is one small change of note that I wanted to fill you in on for 2015. As of January 1, 2015 when scheduling work for your airplane, we will now email you a document detailing the work requested to be performed, and ask you to "digitally" sign before we proceed with any work. Of course, if you're here in person, we'll just ask you to sign the paper copy... we set up the email program so there is no need to make the drive out just to sign. It's a relatively straight-forward process via email but if you have any questions, please let us know.

JB Aviation and EAA 932 are currently in the process of finalizing our 2015 event calendar. It is shaping-up to be another great year of fun and educational gatherings at Galt. In addition to our traditional flying events, we're also putting together another painting workshop, an evening learning about beekeeping, and even a "Pinch Hitter" course for the non-pilots/frequent passengers among us who are interested in learning the basics of aircraft control, radio communications, and more. *Ed Brown* is also putting the final touches on his Private Pilot ground school course that we plan to start up on May 1st as well.

Finally, I'd like to welcome *Ed Moricoli* as the new EAA 932 chapter President! I'm looking forward to working alongside Ed and Chapter 932 for the coming months and years. Ed has some great ideas and is full of enthusiasm. We're all very excited to see the chapter continue to progress under Ed's leadership. I'd also like to thank the previous President, *Bruce Schottland*, for everything he did for the chapter and airport over the last 3 years. I think we can all agree the bar has been set very high for Ed... but I'm certain he's up to the task!

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EAA Chapter 932 News

President's Message
From Ed Moricoli, President, EAA Chapter 932

As president of EAA Chapter 932, I wish all a happy and prosperous new year! For those who are unaware, I was elected by an overwhelming vote by those in attendance at the December meeting. I volunteered for the position of president and with no opposition and a sigh of relief from some other members, I have jumped out of the frying pan into the fire!

A big thank you to Bruce Schottland for three years of dedicated service as president; those are big shoes to fill.

In addition to introducing young people to the joy of flying, I think the chapter should work to include those who are older through the EAA's Eagles program . We should also help Galt Airport and JB Aviation grow as the chapter has. All of us at Galt are a family and with that, we work together and help each other to keep the family strong.

Here is some information of what the board decided to do for the year 2015. We intend to have more guest speakers at our meetings. Two examples of this are a presentation on the Redbird Simulator (which, by the way, is in operation now) and a presentation on ADS-B that will go into effect in 2020. The board believes that our meetings should be more about flying information rather than just going through an agenda about the chapter. We would also like to encourage more fly outs after meetings and invite those who do not have an aircraft to fly along with members who do.

In addition to our regular events, new to the calendar this year will be a day to honor our veterans and a Galt and chapter family picnic. We did discuss having a couple more pancake breakfasts but that will depend on getting more volunteers to help (HINT, HINT)!

We are fortunate to have Claude and Diane Sonday as owners of Galt Airport who have made great strides in improving the facilities at the airport. Along with that JB Aviation has an outstanding flight school and maintenance facility.

For those who receive our award winning newsletter and are not yet members of the Galt family, come out and visit us, have a cup of coffee and find out why Galt is known as "the friendliest airport around"; you may want to join our family.

New Galt Weather Station

You may have noticed that the weather station in the FBO has been out of service since the lightning strike fried it a few months ago.

The chapter was considering purchasing a replacement to donate to the airport but Jean and Bob Forni stepped in and donated their weather station to the cause. Many thanks to the Fornis for their generosity.

In addition to reading the weather information directly from the equipment in the FBO, pilots also have several other options;

Galt weather information is now available on the home page of the EAA Chapter 932 Web site (www.eaa932.org). From your computer, laptop or tablet you can visit www.wunderground.com and search for "KILWONDE4" (must be all caps). Or you can download the Weather Underground app to your smart phone (available for Apple iOS and Android).

Welcome New Chapter 932 Members

Please join me in welcoming the following new members who all joined the chapter recently;

- Jerry Tinkey, East Troy
- Christina Liepins, Woodstock
- KC Bruderle, Hampshire
- Mary Ann Fish, Woodstock
- Johnathan Miller, Marengo
- Basil Spyropoulos, Elmhurst
- Bill Freiberg, Elgin

The following people received a free 6-month membership when they joined the JB Aviation Flying Club. We hope you all enjoy being part of our group;

- Jake Butler, Johnsburg
- Al Barboro, Arlington Heights
- Jerry Karl, McHenry
- Fareed Khan, Evanston
- Matthew Myers, Richmond
- Jeremy Nudell, Chicago
- Brett Saubaugh, Woodstock
- Alex Saunders, Antioch
- Deena Sorci, Crystal Lake
- Ryan Zbierski, Woodstock
- Anthony Canevello, Spring Grove

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c) (3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (http://www.eaa.org) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at http://www.eaa932.org.

EAA CHAPTER 932

General Meeting
January 10, 2015
Meeting Minutes

Meeting brought to order at 10:13 a.m.

1. CALL TO ORDER /ATTENDANCE
   Ed M, Ed B, Paul S, Dave S, George Z, Walt W, Mary Ann F, Kevin A, Bill M, Jeremy K, Daniela K, Ron S, Larry S, Rafael G, Anna C, Ken F, Rick G, Beth R, Eric R, Mike E, Jeff H Sr, John K

2. VOTING ITEMS
   a. Approval of Agenda – Motioned by Ed B, Seconded by Larry S, all in favor
   b. Secretary's Report- Approval of Minutes – Motioned by Rick G, Seconded by Patrick, all in favor
   c. Treasurer's Report- Approval of December '14 Financial Report and 2014 Annual P&L Statement – Motioned by Beth R, Seconded by Bill M, all in favor

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

   a. Newsletter article from chapter president coming with thoughts on activites for the coming year

4. COMMITTEE REPORTS
   a. Young Eagles- Ed Brown
      2-3 Young Eagles plus an Eagles (more senior people)

5. OLD BUSINESS
   a. Red Bird Flight Simulator update (Chapter & JB Aviation)
   b. Safety Seminar - Weather (Brant Miller?) (Late March) Ed M
      Drawing 50/50? Donations
   c. Chapter Summit Meeting - Beth Rehm
      Beth is trying to get the chapters coordinated for the meeting.
      Need to confirm the BigFoot flyin date before we can schedule Barnstormers
   d. Chapter 932 purchase of weather station for Galt

6. NEW BUSINESS

iFlightPlanner presentation at March 14 meeting

Working on getting a Webcam setup to go with the weather station.

Year's Events

a. Discovery Flights -

Award young people and veterans discovery flight coupons to hopefully get more

b. Rides for members / guests after meetings

c. Certified Food Manager - Volunteer Jo

d. Veterans Flights (May 16 target) (Pancake)

Volunteers needed to give rides

f. Barnstormers (June 13 target) Plan Saturday, Rain Date Sunday

We will invite Gypsy Air Tours again.

g. Challenger Event (Fri July 31)

Volunteers will fly the kids

Rebeccah and Ed B. will visit in the next month to help build long term relationship with the center.

h. Family Day / Pot Luck - Pig Roast (July 11)

Old Fashioned

Roaster was offered for use

i. Bomb Drop (August - JB Aviation)

j. Young Eagles (September)

k. Additional Pancake Breakfasts?

Eric R mentioned AOPA regional flyin on Aug 22 at Anoka County-Blane Airport near Minneapolis (avoid conflict with Bomb Drop)

F35 update by via former Young Eagle Dave Myer (Oscar) Colonel in Air Force

3 versions - Navy, Marine (VTOL), AirForce, Vectored thrust

Beth needs feature stories for newsletter plus paid advertisers (reasonably priced)

Event Chairpersons & Volunteers needed for each chapter event this season.

There's a desire to hear more about aviation club from John - report out at meetings?

Helium weather balloon launch (aviation club)

Next meeting: February 14, 2014

ADJOURNMENT: Motioned by Larry S, Seconded by Walt, voted in favor. Adjourned 10:35 AM

Galt Airport/EAA 932 Calendar of Events

Feb 7	EAA Chicagoland Chapter Leaders Summit, DeKalb Airport (DKB), 9:00 a.m.
Feb 14	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. ADS-B presentation by Marty Seitz.
Mar 14	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Presentation on iFlightPlanner.
TBD	Chapter 932 WINGS Safety Seminar at Galt Airport (10C).
Apr 11	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Presentation on Sport Flying by J. Knoll.
Apr 21 - 26	**Sun 'n' Fun, Lakeland, FL. http://www.sun-n-fun.org**
May 9	Chapter 932 general meeting, Galt Airport (10C), 11:00 a.m.
May 16	Chapter 932 Veterans Day Pancake Breakfast.
Jun 13	Barnstormer Days Vintage Fly-in, Galt Airport (10C) with rides by Gypsy Air Tours.
Jun 27 - 28	Chapter 1323 Fly-in at Big Foot Airfield, Walworth, WI.
Jul 11	Galt Airport Family Picnic, details TBD.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

http://www.dot.wisconsin.gov/travel/air/aviation-events.htm

http://www.pilotsofamerica.com

http://www.fly2lunch.com

http://www.avweb.com/calendarevents

http://www.flyins.com

http://socialflight.com/index.php

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at http://www.aopa.org/asf/seminars/seminar.cfm.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at https://www.faasafety.gov/SPANS/events/EventList.aspx

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit http://www.sportair.com/workshops/index.html.

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Galt Airport Information

AVGAS

Galt Tenant Price

$4.89

(includes tax)

Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

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